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taking approximately five, ten, and fifteen-year periods. The total number of names of water-works' superintendents of both classes were 909 for the five, 399 for the ten, and 269 for the fifteen-year period.

"For the whole country and for nearly all of the groups each of the three periods shows a greater permanency of office among the private than among the public works, but the difference is not so great as might have been expected, especially in the last two periods. For the first period 62 per cent of the private and 46 per cent of the public-works made no change in their superintendents. For the second period, of about ten years, no changes occurred in 39 per cent of the private and 31 per cent of the public-works, while in the last, or 15-year period, the relative percentages were 34 and 23; the differences in these percentages of permanency for the successive periods were only 16, 8, and 11, respectively, in favor of the private companies. In general the Eastern and Southern groups of states make a better showing than the balance of the country for both classes of works, the men themselves, perhaps, having less tendency to change occupation or residence than in the West. In the New England States the private and public-works make practically the same showing, and that a high one, for each of the three periods, while in the Middle group the private are far ahead of the public throughout.

"Disregarding ownership, the percentages of works which retained the same superintendent are 55 for the first, 35 for the second, and 27 for the third period. Many of the changes on each side have been caused by death, a factor which could not be fully ascertained and so has been ignored. In many other cases of change of superintendent some other official has retained a responsible position throughout the period."

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#### STATISTICS OF STREET RAILWAYS.

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The October number of the *Street Railway Journal* contains an exhaustive statistical article on distribution of street railway mileage and capitalization. The American mileage in double track mileage of the country in 1897 is estimated at 15,718, an increase of 93.5 per cent over that of 1890. This increase has been largely in smaller cities and in suburban and country districts. The changes in dis-

tribution of mileage, by motive powers, between 1890 and 1897, are as follows:—

	1890.	1897.
Animal, . . . . .	5,661	947
Electric, . . . . .	1,262	13,765
Cable, . . . . .	488	539
Miscellaneous, . . . . .	711	467
Total, . . . . .	8,123	15,718

The percentage of increase has been larger in the New England States than in any other portion. The number of passenger cars has grown from 32,505 in 1890 to 51,532 in 1897. The changes in capitalization are as follows:—

	1890.	1897.
Capital Stock, . . . . .	\$211,277,798	\$846,131,691
Funded Debt, . . . . .	151,872,289	633,079,178
Total Capitalization, . . . . .	363,150,087	1,479,210,869
Capital Stock per mile of track, . . . . .	26,010	53,800
Funded Debt per mile of track, . . . . .	18,696	40,300
Total Capitalization per mile of track, . . . . .	44,706	94,100

It is regarded as impossible to make an accurate determination of earning power of street railways, because of the “disinclination of a large proportion of the medium sized and smaller companies of the country to give out statements of their earnings to the public.” “It is merely certain that our street railways today are earning at least \$150,000,000 gross, and it is probable that the net earnings applicable to a return on investments as figured by the companies themselves would be between \$40,000,000 and \$50,000,000.” Tables are furnished, also, showing “capital liabilities per capita population, and population per mile of track.” It may be inferred that, though the capitalization per mile is not as great as that of steam railways, the net earnings are greater.

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#### INDEX NUMBERS IN CORRECTION OF EXPORT STATISTICS.

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In the *Statistical Year Book of Canada* for 1896 (Ottawa, 1897; pp. 477) there is a calculation of the export trade of Canada, based upon the plan suggested by Mr. Stephen Bourne some years ago in the *Journal of the Royal Statistical Society*. By this plan index numbers are used by which it can be readily seen in what respects the results of the exports in several years correspond to or differ from each other, both as regards quantity and price. The year